

CEREMONY REPORT
for the plaquing of

THE JOHN FOORD BRIDGE

as a

NATIONAL ENGINEERING LANDMARK

at Corowa
on
2nd September 2001

A Centenary of Federation Celebration



The official party, the plaques and the bridge, l-r
Andrew Leventhal, President, Sydney Division, Institution of
Engineers Australia, Corowa Shire Council Mayor Gary
Poidevin, Geoff Lewis, Albury Group Chairman,
I E Aust and Michael Bushby of NSW RTA.

COROWA SHIRE COUNCIL

Corner Bow Street and Honour Avenue, Corowa
Postal Address: P.O. BOX 77, Corowa N.S.W. 2646



You are cordially invited

to a

Centenary of Federation Plaquing Ceremony

on the

John Foord Bridge, Corowa NSW

on

Sunday, 2 September 2001

at

10.30 am

in Rowers Park (near John Foord Bridge)

The Engineering Heritage Committee of the Institution of Engineers, Australia has selected the John Foord Bridge in Corowa, New South Wales, to have placed on it a National Engineering Landmark (NEL) plaque.

Choosing the John Foord Bridge was part of the Institution's contribution to the Centenary of Federation. Corowa was the venue of the historically significant Federation Conference in 1893 and the 1892 bridge was included in the conference promotional material.

Involved in the Ceremony will be the Mayor and Councillors of Corowa Shire Council, Representatives from Roads and Traffic Authority, the President, Sydney Division, Institution of Engineers, Australia, and the Corowa District Historical Society.

The Plaquing Ceremony will follow a Raising of Flag by Corowa Scouts and Guides in recognition of Australian National Flag Day. A member of the Corowa District Historical Society will speak on the Customs House closure and significance of the bridge to Federation.

We hope you will be able to join us for this Centenary of Federation Plaquing Ceremony.

RSVP: Tuesday, 28 August 2001
Margaret Houlihan
(02) 60331277

JOHN FOORD BRIDGE, COROWA BASIC INVITATION LIST FOR PLAQUING CEREMONY

Politicians

Ceremony Committee to contact the appropriate members of Federal and State Parliaments, also the local Mayors and other dignitaries.

I E Aust

Andrew Leventhal, President, Sydney Division, I E Aust, 1 Jacana Close, East
Wahroonga 2076

Richard Phillips, Director, Sydney Division, I E Aust, 118 Alfred St, Milsons Point 1565

Steve Finlay, Civil College, I E Aust, PO Box 105, Five Dock 2046

Brian Adams, Structural College I E Aust, 23 Undercliff St, Neutral Bay 2089

Brendon Hyde, Civil & Structural Branch, I E Aust, 10 Park Ave, Gordon 2072

Geoff Lewis, Albury Group, 80 Guy Street, Corowa 2646

Evangel Afeervatham, Deniliquin Group, PO Box 528, Deniliquin 2710

Brett Lee, Murrumbidgee Group, c/- Leeton Shire Council, Leeton 2705

Peter Ross, Wagga Wagga Group, 5 Jannali Place, Glenfield Park, 2650

Engineering Heritage Committee, Sydney Division, I E Aust

Ian & Anne Arthur 11 Heights Crescent, Middle Cove 2068 CHAIRMAN

Glenn Rigden 50 Redgrave Road, Normanhurst 2076 DEP'Y CHAIRMAN

Don & Faith Fraser 14 Derby Street, Vacluse 2030 SECRETARY

Michael & Annie Clarke 26A Campbell Ave, Normanhurst 2076 CHAIRMAN
National Committee on Engineering Heritage

Peter & Mrs Benkendorff PO Box 198 Kenthurst 2156

Ross & Val Best 62 Redgrave Road, Normanhurst 2076

Ian Bowie 10 Yangalla Street, Eastwood 2122

Frank & Rosemary Brady 49 Mary Street, Longueville 2066

Jon & Mrs Breen 10 Wyalong Street Burwood, 2134

David & Nan Butcher 70 Chelmsford Ave, Lindfield 2070

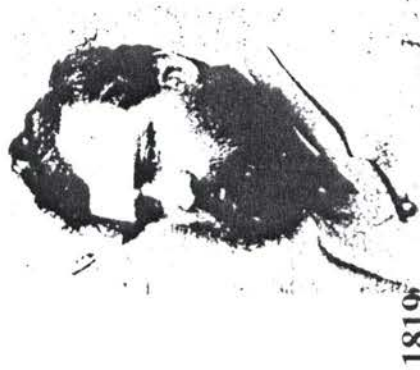
Bob Collins 22 Weardon Road, Belrose 2085

Don Cottee PO Box 279, Petersham 2049
Prof H J & Renate Cowan 5 Hale Road, Mosman 2088
Vince & Mrs Dever, 127 Kingsway, Cronulla 2230
Hari & Mrs Gohil P Box 747, Turramurra 2074
Paul & Liz Hagenbach "Karrindee" via The Rock, 2655
Ian Hall 6 Gwydir Ave, North Turramurra 2074
Neil & Mrs Hogg 10 Delaware Ave, St Ives, 2075
Trevor Howells Dept of Architecture, Uni of Sydney 2006
Jim & Norma McCarthy 41 Pomona Street, Pennant Hills 2120
Stoyan & Mrs Rogleff 17 Carina Road, Turramurra 2074
Malcolm Rolls 32 Austin Street, Lane Cove 2066
Simon Wiltshier PO Box 151, St Leonards 2065
Harry & Gail Trueman 163 Whale Beach Road, Whale Beach 2107
Ken & Margaret Wyatt PO Box 355, Killara 2071
Frank & Val Jackson 1/6 Salisbury Street, Watsons Bay 2030
Jack Rose 7 Killarney Drive, Killarney Heights 2087
Paul & Sarah Szacsvey 16 Begonia Road, Normanhurst 2076
Paul Tinslay PO Box 1498, Rozelle 2039
Ken & Mrs Maxwell c/- GHD, 10 Bond Street, Sydney 2000.

Other invitees

Reece McDougall, Asst. Director, NSW Heritage Office, Level 11, Signature Tower,
2-10 Wentworth Street, Parramatta 2124
Ms Elsa Atkin, Executive Director, National Trust (NSW), GPO Box 518, Sydney 2001
Don Godden, Chairman, National Trust (NSW), GPO Box 518, Sydney 2001
Ms Mari Metzke, Manager, Royal Australian Historical Society, 133 Macquarie Street,
Sydney 2000
Assoc. Prof. Wendy Brady, President, History Council of NSW, PO Box 733,
Darlinghurst 2010
Kevin Fewster, Director, Powerhouse Museum, PO Box K346, Haymarket 1238

JOHN FOORD



1819 / 1883

John Foord was born at Brighton, England and arrived in Sydney with the family in 1827. They settled in Parramatta where his father went into business as a coach builder. When only 20, John ventured into the unsettled area at the junction of the Ovens and Murray Rivers.

In 1839 while overlanding in a north-easterly direction from the Ovens, he and John Crisp traversed the Wahgunyah region where they founded the Wahgunyah Cattle Station in 1841. A decade later he was to achieve renown in the district through the coming of the River Trade and the gold rush at Rutherglen.

After the separation of Victoria in 1850 he laid out the township of Wahgunyah and on the New South Wales side of the river, North Wahgunyah which became Corowa.

He was a storekeeper and flour miller, transport operator through owning two paddle steamers and a punt, and joined others to form a private company which sponsored the first bridge at Corowa, the 1862 laminated timber arches. He was a prosperous and influential man, a worthy name for the 1892 bridge.



PLAQUING
of the

JOHN FOORD BRIDGE

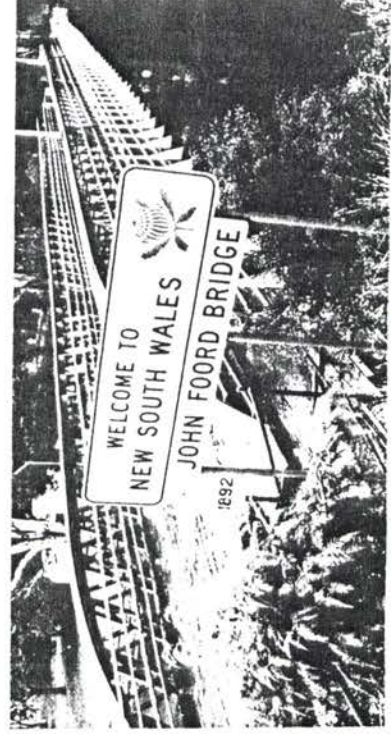
as a

NATIONAL ENGINEERING LANDMARK

at
COROWA

2 September 2001

A Centenary of Federation celebration



JOHN FOORD BRIDGE, COROWA

2 September, 2001

by Andrew Leventhal

Distinguished guests, Members of the Institution of Engineers Australia,
Members of Engineering Heritage Australia, Ladies and Gentlemen.

Thank you for the opportunity to contribute to today's proceedings, and for the kind words of welcome.

I represent the **Institution of Engineers, Australia** at this ceremony, in my capacity as President of Sydney Division. I do this with pride, as the **Australian Historic Engineering Plaquing Programme** provides a means of recognition of the contribution of the Engineering Profession to the well-being of the community.

I have been asked to explain to you some of the background to the **Australian Engineering Heritage Plaquing Programme**. Kindly bear with me for a few minutes before the plaque is unveiled.

The Institution of Engineers Australia (frequently abbreviated to IEAust) is the peak body representing the professional engineering team. IEAust has over 60,000 members Australia-wide. Of these, some 16,500 are affiliated with Sydney Division. In reality, "Sydney" is a bit of a misnomer, since the coverage of Sydney Division is all of NSW with the exception of the NE (which is covered by the Newcastle Division) and the area local to Canberra.

The Institution of Engineers, Australia has a broad spread of interests:

- It promotes and advances the science and practice of engineering in all its forms.
- It encourages the development of Australia's technological capacity and its contribution to our economic growth.
- It provides advice on policy input on engineering and technology to Government.
- And IEAust provides services to our members - through professional standing, continued professional development and graduate development programmes, amongst many others.

One of the important parts of the public face of IEAust is the activity of Engineering Heritage Australia, which is an enthusiastic and influential Society within the framework of the Institution of Engineers Australia.

So, what is heritage?? Heritage is the evidence of our past that we leave to future generations.

- It doesn't have to have high monetary value, and it doesn't have to be beautiful – though I'm sure that helps!!!
- Most people think of heritage as being buildings, but it is a lot more.
- Heritage does visually and tangibly tell us that "we stand on the shoulders" of our forebears. In that way, it tells where we came from, and why our infrastructure is the way it is.
- And without it, I suggest, our society would be spiritually poorer.

More than other professionals, it is the engineer who has provided our national infrastructure. In this context, I refer to the comment by HRH Princess Anne at the Inaugural Register of Engineers for Disaster Relief (RedR) address by Jose Ramos-Horta. This event occurred in September last year, just before the Olympics. Princess Anne, in her capacity as President of RedR in the UK, noted that the most important public health advance, and indeed, one that has saved more lives than all the medico's put together, is CLEAN WATER....infrastructure courtesy of the Engineering Profession.

The work of the IEAust Heritage Committee therefore is about:

- making people aware of our rich engineering heritage
 - making them aware of the contribution of engineers, and
 - encouraging the conservation of important engineering works.
- and.....

this brings me to the **Historic Engineering Plaquing Program**. This programme is one of the important public awareness campaigns of our Heritage Committee:

- Its purpose is to bring public recognition to significant engineering works, and the engineers who create them.
- For works of regional significance, there is the **Historic Engineering Marker**. So far, 66 of these have been awarded nation-wide. Two from this year were the plaquing of the 1886 wrought iron lattice girder railway bridge at Meadowbank over the Parramatta River (plaqued on 8 July), and Wollongong Harbour, which contains the remnants of the oldest man-made port facility in Australia, dating from the 1850's (plaqued on 28 April). The latest Historic Engineering Marker was awarded to The Trees of Canberra Avenue. The background to that Plaquing is that in 1925 William Bremner Carmichael, a Sydney paper merchant, after visiting Canberra suggested that prominent societies and organisations sponsor the planting of trees in the national capital. IEAust sponsored some 96 trees and, 75 years ago in 1926, members visited Canberra to plant a token three dozen trees in Presentation Avenue – now Canberra Avenue.

Those awards join such diverse works as: Parramatta Dam (one of the earliest masonry arch dams in the world), Locomotive 3801, the Bendigo Gas Works, the Furphy Water Cart (and that is not a Furphy), Smith's Stump Jump Plough, the Railway Bridges near Wagga, the BMC-Leyland Motor Vehicle Plant at Zetland (which was a world leader in its day), and the Sydney Tramway Museum.

- Works of outstanding national importance are awarded a **National Engineering Landmark**, of which 22 so far have been conferred throughout Australia. Amongst these include: the Sydney Harbour Bridge, the Parkes Radio Telescope and the Snowy Mountains Scheme. Earlier this year, in April, the **Broken Hill Mines and Infrastructure** was added. That plaque was jointly sponsored with the Line of Lode Association, and was also a Centenary of Federation event. The latest, the 22nd National Engineering landmark, was for the East-West Telegraph at Whyalla, and was unveiled last weekend, the 25 August.

-the works and engineer we honour today make that total 23.
- I trust this provides some background to today's ceremony.

Why the 1892 John Foord Bridge??

The John Foord Bridge is amongst the finest examples of late-colonial bridges of the British lattice-truss system, resting upon concrete filled, cast iron and wrought iron, cylindrical piers. This is the only one of its type amongst the 17 bridges that cross the River Murray between Albury and the South Australian border. In its setting in the sweep of the river, with the trees along the banks, the open land along the Corowa bank, and the colonial buildings on the high Wahgunyah side, it forms part of a marvellous heritage precinct. The bridge itself, has played its part in the development of Corowa and as a symbol of the emerging Federation —this being particularly apt in this year, the Centenary of Federation.

You have heard from Mayor, Gary Poidevin, a little of the history of the bridge and its value and worth to this local area and to the essence of the community. Glenda Campbell, President of the Corowa District Historical Society, has enlightened us on customs history, and those well loved customs officers.

You have also heard from Michael Bushby, of the Roads and Traffic Authority, on management of heritage structures, of which this bridge is one.

You can see that most things have been covered. As a result, I have been asked to tell you a little about the engineer, John A McDonald, who was the “father” of the John Foord Bridge.

John McDonald was an expatriate English engineer who joined the Department of Public Works in 1879 in the Roads and Bridges Branch. He held the lead position of Engineer for Bridges from 1889 to 1893. One of his early tasks was to design a new generic timber truss system for road bridges, which now bears his name. The McDonald timber truss was the second type of timber truss used in bridge construction in NSW. It superseded the “Old PWD” design in 1884. About 100 McDonald bridges were built until 1894 when it, in turn, was superseded by the Allan Truss. Currently there are 6 surviving McDonald timber truss bridges in NSW, but none in the Riverina.

McDonald pioneered composite timber and steel construction in 1893 with his 150ft (48m) trusses at **Cowra**. These were unfortunately demolished in the late 1980's. But McDonald's work set the basis for De Burgh's successful composite bridges – two of which are on the Murray, at Cobram and Barham.

McDonald also designed bascule or drawbridges over some of the North Coast rivers, but none of these survive, having been replaced by concrete bridges when coastal shipping died out.

The iron arch bridge that carries Smollet Street over Bungambrawatha Creek near the Albury Swim Centre, is a surviving example of his design skills. From the roadway, you may not realize that the bridge exists, but I encourage you to use the new footbridges beside the road where you will see a slender, 5-rib, 3-pin arch, iron bridge carrying the Riverina Highway.

But of colonial bridges, the most significant group is these iron lattice bridges, designed by McDonald. He began to refine the earlier heavier designs in 1884 with more slender structures. These were over larger spans, usually 3-spans, as you see here, with the characteristic flat curve at each end. There are four of these bridges in the Hunter Region, and one over the Snowy River at Dalgety. This bridge at Corowa is the last of its type built in NSW and the only one of its type on the River Murray.

You will find more details in the Statement of Significance in today's programme brochure. Therein it is stated: "these were the dominant group of large span bridges built between 1873 and 1893 and are among the most significant bridges of the colonial period".

I'd like to now refer to the text of the plaque of this National Engineering Landmark, which reads.....

IEAust Logo

**JOHN FOORD BRIDGE,
COROWA**

This is a fine example of an iron lattice bridge, a class of structure that dominated major bridge works in New South Wales towards the end of the nineteenth century. The shallow depth of the truss was achieved by continuity of the structure across the piers. It replaced an 1862 timber bridge constructed by a company involving John Foord, a prominent local pioneer businessman. The bridge was designed by John A McDonald, Engineer for Bridges, Department of Public Works, and was built jointly by Downey & Co. and the Department. When opened in January 1893, traffic was still impeded by customs delays, resulting in strong and persistent advocacy of federation from the locals. The bridge was a feature of the Federation Conference in Corowa in July 1893.

Dedicated by
The Institution of Engineers, Australia
and the Roads and Traffic Authority, NSW
2001 - The Centenary of Federation

The National Engineering Landmark plaque to be unveiled now is the highest accolade The Institution of Engineers Australia can bestow in recognition of an engineering work of heritage significance. In this case, it not only recognises the heritage value of the John Foord Bridges, but also the place Corowa has in the history of the Nation.

It is now my pleasant task to ask our distinguished guests to join me in unveiling this National Engineering Landmark within the Australian Historic Engineering Plaquing Programme.



Michael Bshby, Chairman, RTA Heritage Committee and
Andrew Leventhal, President, Sydney Division, I E Aust.

IEAust Logo

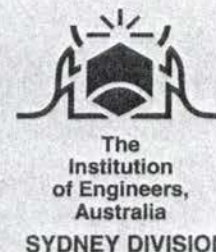
JOHN FOORD BRIDGE, COROWA

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The plaque words.

ENGINEERS SYDNEY



IEAust Sydney Division – Level 1, 118 Alfred Street, (PO Box 138), Milsons Point NSW 2061
phone 02 8923 7100, fax 02 9956 7670, email sydney@ieaust.org.au, web www.sydney.ieaust.org.au

October 2001



PRESIDENT'S REPORT

ANDREW LEVENTHAL

Welcome to the October issue of Engineers Sydney.

World Trade Center

Much will have been written about the tragedy of 11 September 2001 by the time you read this. (This column was written shortly after the destruction of the World Trade Center twin towers and a significant portion of the Pentagon Building by the impact of terrorist high-jacked commercial aircraft). We now know that a number of Australians died along with thousands of Americans in New York and Washington.

It's impossible not to be deeply affected by the events in the USA. We have witnessed one of the great crimes against humanity. No doubt in the days, weeks and months to come there will be a search for justice as a result of the terrible events in the US. I am sure that I can speak for us all when I say that our thoughts, sympathies and prayers are with the Americans, and those in New York and Washington in particular.

These tragedies caused us to stop and re-assess our values and our priorities. Sometimes it takes a tragedy in another country to make us appreciate how lucky we are to live in Australia. Let us hope and pray that it remains so. I ask you to just take a few moments of silent contemplation ...

Science Fiction

The *Sydney Morning Herald* on Friday 21 September, carried an article of concern to us all. The headline was "Industry and academics warn of a future where science is fiction". The article quoted "By 2020, Australian Universities will be empty of chemistry, physics, mathematics and engineering academics if present trends continue, a joint contingent of scientific institutes warned. And, if the numbers of students studying those subjects at HSC level kept falling at the rate they were now, in less

than 20 years there would be no more Year 12 graduates with knowledge of the 'enabling sciences'". The article was the result of a joint effort to raise awareness of the problem by professors and executives from the Royal Chemical Institute, the Australian Institute of Physics, the Australian Mathematical Sciences Council and the Institution of Engineers Australia.

The predictions were based on facts such as: a fall of 29% in academic staff and 18% fall in students in physics departments since 1994; a fall of 30% in the number of academics in mathematics departments since 1995; and a decrease by 27% of academics in chemistry departments since 1990. The article claimed that Federal Education Minister, Dr Kemp, said concerns were unfounded, but eminent academics and businessmen contradicted him.

The campaign was launched by former Commonwealth Bank chairman, now President of the Australian Academy of Technological Sciences and Engineering, Mr Tim Besley. Mr Besley said that unless the issues were addressed, Australia would see a shortfall in financial analysts, experts in design and construction of infrastructure, and staff trained to operate instruments for medical treatment. The Dean of ANU's Research School of Chemistry, Prof Denis Evans, said "there were insufficient policy makers who know enough about the fabric and structure of science, the way it's all inter-woven - the way you can't have a pharmaceutical industry without knowing basic chemistry ... you can't have an electronics industry without having people with fundamental physics".

The article was a result of press-releases generated by IEAust National Office.

Sydney Division shortly will be meeting with senior officers of the NSW Department of Education to continue our involvement with the department, and to continue this initiative.

The Role of Government in Innovation

As part of the celebration of the sesquicentenary of Sydney University, Lord Robert May spoke on the morning of 20 September, at the University of Sydney. Lord May is President of the Royal Society and spoke on "The Role of Government in Innovation – Lessons from the United Kingdom". Robert May is a world leader on the social and economic use of scientific innovations. He was the trail-blazing Chief Scientific Advisor to the UK Government and Head of the Office of Science and Technology from 1995 to 2000. A pioneer in HIV research, Lord May accurately predicted the disease's impact on Africa. He is an



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The technical tours included the harbour works at Coffs Harbour and operations of the Glenreagh Mountain Railway. The GMR (www.gmr.org.au) is run by train buffs on half of the Glenreagh to Dorrigo rail line. Their current tasks includes restoration of the line (quite a challenge in itself) and rehabilitation of Engine 1919.

You missed the Convention? Don't miss the next one! Next year, the convention will return to Sydney Division, to be hosted by our Southern Tablelands Group. Planning has commenced, and it has the makings of an excellent event. Make space in your diary now, for a weekend of provocative thought and fellowship.

Plaquing of John Foord Bridge, Corowa

On 2 September, the 1892 iron lattice bridge over the Murray River at Corowa was recognised for its heritage value through provision of a National Engineering Landmark plaque. This 3-span bridge is the only one of its type in the group of 17 bridges over the Murray between Albury and South Australia. The NEL plaque recognised the contribution of John McDonald to the design of this colonial bridge, a bridge that featured in the Federation Convention in Corowa in 1895.

National Deputy President Greenwood at Sydney Division

NDP Peter Greenwood attended the Sydney Division Management Committee meeting of 20 August. The Management Committee had very positive meeting with the incoming National President. We raised with him means to promote his presidential aims during 2002. Discussion covered: the proposed Centre of Leadership and Management; implementation of video streaming for distribution of CPD; continued attention to the PES scheme; future accommodation requirements for Sydney Division; and the structure of IEAust disciplinary procedures.

Change of Trading Name

In the September issue of *Engineers Sydney*, I mentioned the positive meeting of Division Presidents and Executive Directors that was held in Melbourne on 3 & 4 August. One of the outcomes of the meeting, in the context of public relations, was an undertaking by Sydney Division to prepare a paper which considers the opportunities that might be afforded by a change of the trading name of our Institution. The current trading name is IEAust.

I first raised this issue somewhat publicly at the Fellows' Lunch on 14 September. I suggested at that time that our Institution suffers from a number of challenges in its contact with the broader community. Certainly, the acronym IEAust is well recognised amongst the engineering fraternity, but its recognition in the general public would be limited. It is therefore not a good "Brand name". We all also know of the unfortunate use of 'Institute' for 'Institution'. I would further suggest that there is a connotation of an organisation 50 years or more behind the times through use of the word 'Institution'.

That's not to say that the name has not served us well. It is just time to re-assess the way we should promote our professional association.

This matter was considered briefly in 1998. This included reporting on the results of a focus group, which followed evidence of the then recently concluded effectiveness review. There might well have been "change-fatigue" at that time, though there may also have been concern about the process as proposed.

It is not the intention of this review to change the Royal Charter, nor the formal name of our professional association – which will proudly remain The Institution of Engineers Australia. However, many professional associations and other groups have modernised their trading names. Standards Australia, Consult Australia (changing from

Association of Consulting Engineers Australia, ACEA), and Australian Business Limited (previously the Chamber of Manufacturers) are several that spring to mind.

Sydney Division has undertaken to develop options for consideration. It is intended to submit an options paper to Council in the near future. Should you hear of this, you now know the background. If you have some suggestions, please advise our Division Office. Two options for a trading name proposed to date for consideration are "Engineers Australia" and "Engineering Australia". Do you have others?

I don't believe that a change in the trading name should be approached with trepidation. It should be seen as an opportunity. It should also not be seen as a matter of such great significance that it requires beating breast-plates and slaughter of the innocent. I would hope that this is a decision that we can make relatively quickly, so that we can get on with the Institution's and the Profession's business.

I believe that we should approach this challenge with vigour and enthusiasm. Our Institution should be recognised for innovation, and this should be reflected in our trading name.

Engineering Excellence

It's getting late to arrange your tickets to your Engineering Excellence Awards. Thank your clients and your excellent staff by buying tickets for the 2nd November, one of the highlights of engineering in Sydney Division. Be there to celebrate the way that ...

Better Engineering Creates Better Communities
Andrew Leventhal

Working for Red R – A Woman's Perspective

An address by

SARAH BISH
Wednesday 24 October

Sarah Bish is a hydrogeologist who has been involved in a number of assignments with RedR.

RedR, Registered Engineers for Disaster Relief, is an international charity working to relieve suffering in disasters by selecting, training and providing competent and effective relief personnel to humanitarian aid agencies world-wide.

Sarah will be presenting an insight into her international experiences as a RedR member, including a water exploration project in a fort town of Tindouf in Western Sahara. Sarah has also worked in Kosovo for Oxfam, Uzbekistan and Turkmenistan for UNICEF and in Papua New Guinea with UNHCR.

WHERE: Auditorium, Ground Floor, Eagle House
118 Alfred Street, Milsons Pt

TIME: Refreshments at 6pm, Seminar starts at 6:30pm

RSVP: Please RSVP by 17 October to either emails:

Nuala Ward Nuala.Ward@alcatel.com.au
Paulina Hon p.hon@student.unsw.edu.au

There is no attendance charge and those who attend will qualify for a CPD credit per the IEAust criteria.

Bridge now national engineering landmark

"This bridge has been the most important piece of engineering works carried out in Corowa over the past 140 years," said Corowa Shire mayor, Gary Poidevin of the John Foord bridge.

"If there was no bridge, there would be no Corowa today."

Cr Poidevin was addressing the crowd of about 80 people which had gathered at Rower's Park on Sunday for the unveiling of a plaque which recognises the bridge for its engineering excellence and also its historical significance to Corowa and Wahgunyah.

The plaque was unveiled by the mayor and representatives of NSW RTA and Sydney division of Institution of

Engineers.

The plaque reads; "National Engineering Landmark."

"John Foord Bridge, Corowa - this is a fine example of an iron lattice bridge, a class of structure that dominated major bridge works in New South Wales towards the end of the nineteenth century."

"The shallow depth of the truss was achieved by continuity of the structure across the piers."

"It replaced an 1862 timber bridge constructed by a company involving John Foord, a prominent local pioneer businessman."

"The bridge was designed by John A McDonald, Engineer for Bridges, Department of Public Works, and was built jointly by Downey & Co. and the Department."

"When opened in January 1893, traffic was still impeded by customs delays, resulting in strong and persistent advocacy of federation from the locals."

"The bridge was a feature of the Federation Conference in Corowa in July 1893."

"Dedicated by The Institution of Engineers, Australia and the Roads and Traffic Authority, NSW 2001 - The Centenary of Federation."

The John Foord bridge is the only one of its type of the 17 road bridges over the River Murray between Albury and the South Australian border.

It is one of 18 surviving iron lattice bridges in NSW, all designed by John A McDonald.

They were the dominant group of large span bridges built between 1873 and 1893 and are among the most significant bridges of the colonial period.

Cr Poidevin said the bridge has always played a very important part in our transport system linking NSW and Victoria.

"As many things are

taken for granted today - 'what was always will be' - so is our bridge and it is not until something happens that you realise the significance of what we have got," he said.

The unveiling of the plaque followed a flag raising ceremony to recognise National Flag Day, September 3.

The flag raised was a replica of the original Australian flag used between 1901 and 1908.

This flag featured a six-pointed federation star instead of today's seven points.

The seventh point was added to represents the territories.



Admiring the new plaque which commemorates the John Foord Bridge (pictured behind) are, l-r, Andrew Leventhal of Sydney division of the Institution of Engineers, Corowa Shire Council mayor Gary Poidevin, Geoff Lewis Albury group chairman of the Institution of Engineers and Micheal Bushby of NSW RTA.

National Flag Day this Monday

Did you know that September, 3 is National Flag Day?

This date was set aside as National Flag Day in 1996 by the then Governor-General Sir William Deane.

This year is a special year as it is the centenary of the design selection for our national flag.

On September 3, 1901 at a public ceremony at the Royal Exhibition Building in Melbourne, the then Prime Minister, Edmund Barton announced the winners of the contest which had attracted 32,823 entries.

Mr Barton announced that five entrants, who had submitted similar designs, were to share the honour of being declared the designers of Australia's own flag.

The Corowa District Historical Society will recognise National Flag Day at a flag raising ceremony on the banks of the Murray River, Rower's Park at 10.30am on Sunday, September 2.

After this ceremony a National Landmark plaque will be placed by the Institute of Engineers of Australia on the John Foord Bridge, recognising not only its engineering, but its historical significance to Corowa and Wahgunyah.

Representatives will be attending from the Institute of Engineers, the RTA and the Corowa Council.

Corowa mayor Gary Poidevin, a member of

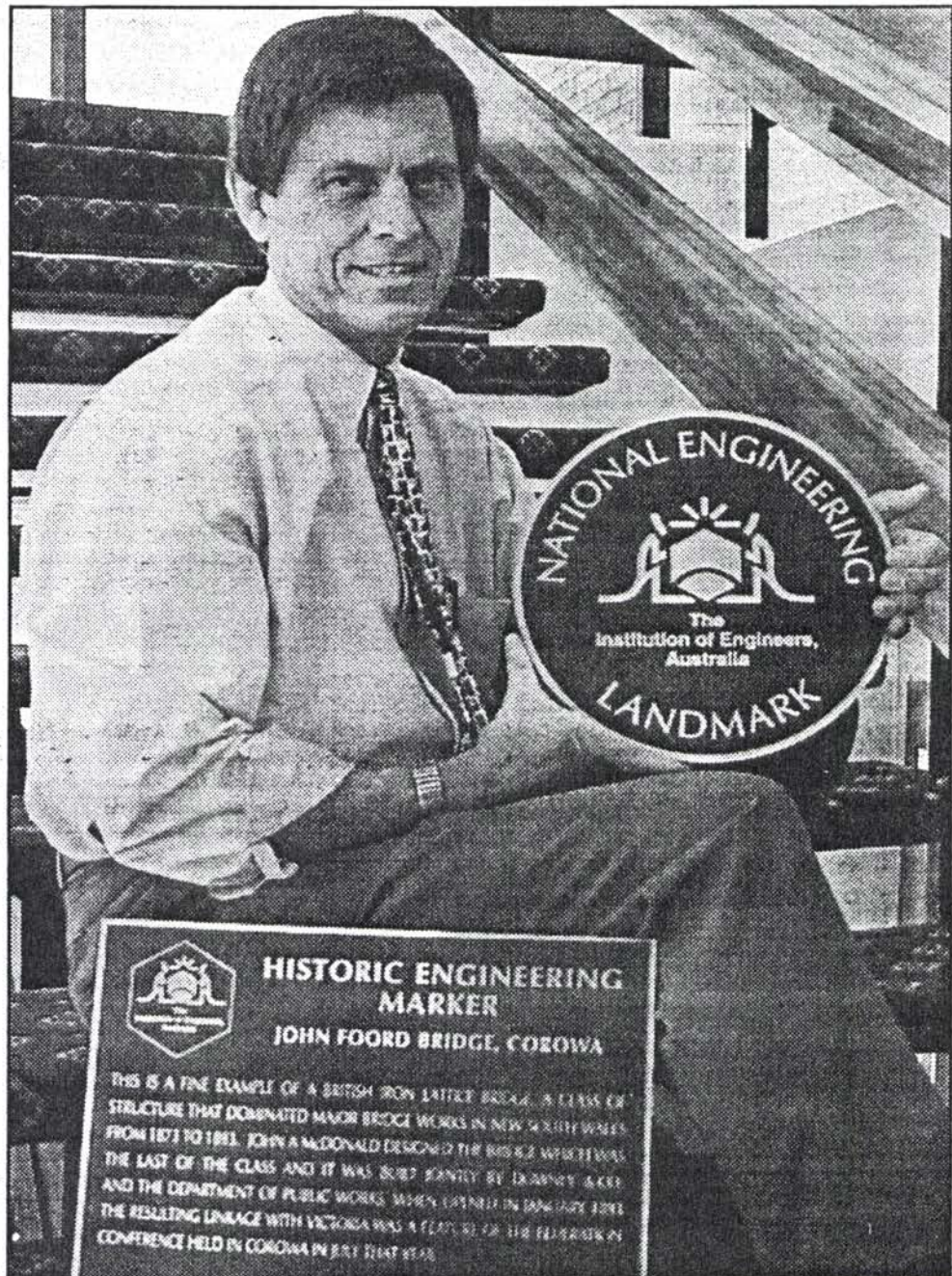
the Institute of Engineers of Australia and the Corowa Historical Society will speak on the significance of the John Foord Bridge to Corowa, Wahgunyah and district.

President of the

Corowa Glenda Campbell invites any interested people to attend the celebration of, not only our Australian flag, but also the national landmarking of the John Foord Bridge.

"It is indeed an hon-

our that the Institute of Engineers of Australia choose our bridge to receive this National Engineering Landmark in this the Centenary Year of Federation," Glenda said.



Albury group chairman of the Engineers Institute Australia, Geoff Lewis of Corowa, with the plaques to be placed on the John Foord Bridge.